

**CABINET – 3RD DECEMBER 2002**

**PROPOSED A47 EARL SHILTON BYPASS**

**REPORT OF THE DIRECTOR OF HIGHWAYS, TRANSPORTATION AND  
WASTE MANAGEMENT**

**PART A**

**Purpose of Report**

1. To seek approval of a Preferred Scheme for the proposed A47 Earl Shilton Bypass that will form the basis of a planning application.

**Recommendation**

2. It is RECOMMENDED that:
  - (a) the proposed A47 Earl Shilton Bypass as shown on drawing numbers 2362/H1/1/CAB1 and 2362/H1/1/CAB2 be approved as the Preferred Scheme, and that the Preferred Scheme will form the basis of a subsequent planning application; and
  - (b) as an integral part of the scheme highway improvements and speed management measures, as appropriate, be developed in consultation with the local community particularly in the area of Station Road and Elmesthorpe Lane.

**Reason for Recommendation**

3. Approval of a Preferred Scheme will enable progression of the statutory procedures before full scheme acceptance can be sought from Central Government.

**Timetable for decisions**

4. An early decision is required if the current programme to start work on site in Summer 2005 is to be maintained. A more detailed programme is set out in Part B, paragraph 58.

**Existing Policy and Previous Decisions**

5. The route corridor for the Earl Shilton Bypass was the subject of a public consultation exercise during the mid-80's and the Preferred Route was endorsed by the Highways and Transportation Committee on 22nd January 1987, for inclusion in the Blaby South West and Hinckley Area Local Plans.
6. The Bypass in the form of a preliminary outline was adopted in the Hinckley Area Local Plan in 1991 following a Public Inquiry in 1989. The scheme in general terms

was further endorsed at the 1997 Public Inquiry into the Hinckley and Bosworth Local Plan, subsequently adopted in 2001. The scheme was also adopted in the Blaby District Local Plan in September 1999 following an earlier Public Inquiry in 1996.

7. The existing Structure Plan adopted in 1994 for the period up to 2006 includes the Earl Shilton Bypass. The Bypass has also been carried forward into the Deposit Draft of the Leicestershire, Leicester and Rutland Structure Plan for the period up to 2011.
8. On 4<sup>th</sup> July 2002, Cabinet approved the Leicestershire Local Transport Plan 2001 – 2006, including a bid for the Earl Shilton Bypass.
9. On 2nd May 2002, the Planning and Environment Scrutiny Committee considered two petitions together with further comments from the residents of the Elmesthorpe Land Settlement Area. It was resolved that the report of the Acting Director of Planning and Transportation to this Committee, be referred to Cabinet for further consideration when proposals relating to the Earl Shilton Bypass are submitted. This report is attached as Appendix 1 together with an indicative plan of the route corridor.

### **Resource Implications**

10. The total estimated cost at out-turn prices for the Recommended Scheme is £13.631M. In Appendix 2, the estimated cost of the Recommended Scheme is itemised and compared against the original Local Plan Scheme together with an alternative presented by a residents action group as later described in this report.
11. The Recommended Scheme is £4.670M more than the cost estimate submitted to the Department for Transport (DfT) in July 2000. This increase was reported to both Cabinet and the DfT as part of the Annual Progress Report submission in July 2002, and a breakdown of the increased costs is shown in Appendix 3. The Government is becoming increasingly concerned about cost increases on major schemes nationally and it is quite possible that the DfT will review the provisional acceptance of the scheme in light of the cost increases. However, it is considered that the Recommended Scheme continues to represent good value for money and provided the DfT do not rule out providing the additional funding it is proposed that a planning application be submitted for the scheme so that the programme in paragraph 58 can be met. More should be known about the DfT reaction to the cost increase when the Transportation settlement for 2003/04 is announced in December.
12. Initial scheme development costs are allocated from the Integrated Transportation Block. Government funding to construct the Bypass would only be confirmed upon successful completion of the statutory procedures.
13. The Director of Resources has been consulted on the Resource Implications section of this report. Estimates have been provided for land acquisition and Part 1 claims summarised in Appendix 2.

### **Comments of the Director of Community Services (Heritage Services)**

14. The Archaeology Section of Heritage Services has been involved in the scheme. Some initial archaeology work has been carried out. The Recommended Scheme is considered to have the least adverse effect on archaeological deposits but a staged programme of archaeological work will still be required to mitigate against the impact of the development.

**Circulation under Sensitive Issues Procedure**

Mr E F White	25th November 2002
Mr D Bown	25th November 2002
Mr P G Winkless	25th November 2002
Mrs R Camamile	25th November 2002

**Officer to contact**

Mr S Kuziara – 0116 265 7093

## **PART B**

### **Background**

15. Traffic congestion and accidents are a problem along the A47 winding its way through Earl Shilton. Around 16,000 vehicles per day pass through the town centre bisecting the many shopping and community facilities that front it. Footways are as little as 1.2m wide and many of the junctions and accesses are substandard. Between January 1997 and December 2001 there were 115 personal injury accidents recorded on the A47 between the terminal points of the proposed Bypass of which 23 involved pedestrians and cyclists.
16. The aim of the Bypass is to improve conditions along the A47 in Earl Shilton by removing through traffic and congestion. This will enable complementary improvements to be made to the town centre, including HGV weight restrictions in order to provide a safe, accessible and environmentally more attractive place for the local community.
17. Part B of this report explains the development of the scheme and provides a summary appraisal of the scheme options. There are a number of Appendices which give further supporting information as set out below:-
  - Appendix 1: Planning and Environment Scrutiny Report into the petitions received from the Earl Shilton Bypass Residents Action Group (BRAG) and residents of the Elmesthorpe Land Settlement Area.
  - Appendix 2: Breakdown of scheme costs.
  - Appendix 3: Breakdown of increased costs for the Recommended Scheme.
  - Appendix 4: Summary of issues raised during consultation.
  - Appendix 5: Diagrammatic illustrations of scheme options.
  - Appendix 6: Brief description of Recommended Scheme.
  - Appendix 7: Framework Appraisal of scheme options.
  - Appendix 8: Traffic flow forecasts of scheme options.

### **Route Corridor Selection**

18. The corridor of the Preferred Route was established after extensive public consultation in 1985/6, following environmental and safety concerns on the A47 through Earl Shilton. The studies looked at both northern and southern bypass options, as well as additional links onto the M69. Following the public consultation exercise and joint Member meetings held with the Districts, the Highways and Transportation Committee approved the current southern route corridor on 22 January 1987. At the time, the outline scheme concept indicated a road in cutting beneath Elmesthorpe Lane to screen the Bypass traffic from nearby dwellings and is otherwise referred to in this report as the Local Plan Scheme.

## **Scheme Development**

19. Throughout the 1990s, no further progress was made on the Bypass initially due to existing County Council commitments at that time followed by the general decline of government funding available for major road schemes. However, during the preparation of the Local Transport Plan (LTP), the Government indicated that extra money may become available for major schemes at a time when considerable support was being expressed for the Bypass.
20. The Local Plan Scheme was subsequently included as part of the LTP submission and in December 2000, the settlement letter gave provisional acceptance to the Bypass, full acceptance being subject to successful completion of statutory procedures.
21. In February 2001, consultants were commissioned to undertake the preliminary design and following further surveys and data collection, a modified scheme was presented at a public exhibition held in October 2001.
22. The principal modification centred on where the Local Plan Scheme passed beneath the proposed Elmesthorpe Lane bridge in deep cutting. Instead, the level of the Bypass was raised on the exhibited plans and the proposed bridge was replaced by a closure of Elmesthorpe Lane either side of the Bypass. The Local Plan Scheme proposal to construct a roundabout junction with Station Road/ Wilkinson Lane remained unchanged.

## **Public Exhibition and Consultation**

23. Because progress on the Bypass had been suspended since the late 1980s, it was considered appropriate to carry out a further public consultation of the outline proposals in order to seek local views and reaffirm the support for the scheme. A public exhibition was held on 12th and 13th October 2001 at the Methodist Church Hall, Earl Shilton.
24. Advertisements for the exhibition were placed in the press and over 8,000 leaflets were distributed to the immediate area. Plans of the proposals were displayed at the Earl Shilton Library up to and beyond the end of the formal consultation period.
25. A total of 1164 visitors attended the exhibition, and 1539 questionnaires were returned showing overwhelming support for a bypass. The analysis showed that 81% of respondents supported the need for a bypass as the first step towards improving Earl Shilton town centre for the local community. Significantly the general scheme layout as exhibited was accepted by 70% of respondents while 28% wanted to see changes to the layout as presented at the exhibition.
26. Consultations were also held with the local District and Parish Councils affected by the Bypass.
27. In their initial response, Blaby District Council were primarily concerned that the proposals as exhibited would have a negative impact on the Parish of Elmesthorpe because the Bypass was not displayed in cutting at Elmesthorpe Lane and lacked mitigation details. Suggestions were also made regarding side road junctions and for provision of better footway/ cycleway links. On 23rd July 2002, Blaby District Council approved a further motion calling on the County Council to "honour the promise made at the time the line for the Earl Shilton Bypass was agreed which

was that the road would be constructed in a cutting where it passed through Elmesthorpe”.

28. Hinckley & Bosworth Borough Council’s primary concern was that the Bypass should act in the best public interest of Earl Shilton residents as well as users of the road scheme. Reassurance was sought that an Environmental Assessment would be undertaken; that traffic calming might be appropriate on residential roads subject to an increase in traffic; and that suitable vehicular access could be made onto the Bypass for existing and future development.
29. Elmesthorpe Parish Council objected to the proposals on the grounds that the Bypass was not shown in cutting beneath Elmesthorpe Lane and would therefore have a significant impact on nearby homes in terms of visibility and noise pollution. The Council also requested that Elmesthorpe Lane should not be stopped up.
30. Earl Shilton Parish Council put forward a number of suggestions intended for the improvement of the scheme proposals including landscaping, provision for wildlife, maintaining existing access arrangements and the prevention of rat-running.
31. Together with the comments of the District and Parish Councils, a more detailed breakdown and analysis of all the responses received are contained in a separate report on the public exhibition and consultation exercise, and this is listed as a background paper to this Cabinet report.

### **Petitions and Other Issues**

32. Following the exhibition, the Planning and Environment Scrutiny Committee considered two petitions along with notes of a meeting between the residents of the Elmesthorpe Land Settlement Area on 2nd May 2002. The Committee resolved that the report of the Acting Director of Planning and Transportation, attached as Appendix 1, be referred to Cabinet for further consideration at the same time as proposals on a recommended scheme are submitted. The Scrutiny report sets out a response to the general principles and procedural issues raised by the petitioners, whereas this Cabinet report also includes a response to the detail design issues raised as part of the overall appraisal of scheme options.
33. Following the Committee resolution, a letter dated 26th May 2002 was received from Mrs D. Chalmers, on behalf of the Earl Shilton Bypass Action Group (BAG), the Bypass Residents Action Group (BRAG) and the Elmesthorpe Land Settlement Residents. The letter requests that the issues raised are officially recorded and brought to the attention of officers and Members as part of the considerations on the proposed Earl Shilton Bypass.
34. As a consequence, and for completeness, responses to all the issues raised to date are set out in Appendix 4. These responses are made either with reference to the attached Scrutiny report, or elsewhere in this Cabinet report, or on an individual basis as appropriate.

### **Scheme Options**

35. In developing the Recommended Scheme from the Local Plan Scheme, further refinements have been made to the scheme proposals as exhibited in October 2001, in response to the public consultation exercise.

36. As part of the ongoing consultation process and in response to the two petitions received, the Earl Shilton Bypass Residents Action Group requested that an alternative layout be considered that restricts access to the Bypass to its A47 terminal points only. This Restricted Access Scheme which extends the deep cutting from west of Elmesthorpe Lane to east of Station Road/Wilkinson Lane, is otherwise referred to in this report as the BRAG option.
37. Both the Recommended Scheme and the BRAG option are variations on the Local Plan Scheme. The key differences occur along the route between the western terminal point of the A47 Carrs Hill roundabout and Breach Lane. From Breach Lane to the north east terminal point on the A47 Leicester Road, each of the three scheme options are identical in layout. The key differences between the three options are diagrammatically illustrated in Appendix 5, Figures 1, 3 and 5.
38. The typical cross sections of each option at location X-X are shown for comparison in Appendix 5, Figures 2, 4 and 6. Although there is no evidence of the County Council having promised to provide a bypass in cutting at Elmesthorpe Lane, it can be seen in Figure 6, that where the Recommended Scheme is above or close to ground level, earth mounding up to 3 metres high is proposed. Combined with landscape planting these mitigation measures will provide the equivalent of a road in cutting and effectively screen the traffic on the Bypass from nearby dwellings.
39. To further blend the Recommended Scheme into the surrounding landscape, it may be possible to provide flatter side slopes (up to 1 in 20) to the outside faces of the mounding in selected areas, as shown in Appendix 5, Figure 6. This would however, be subject to agreement of the landowners affected.
40. In addition to the scheme drawings (Nos 2362/H1/1/CAB1 & CAB2), a brief description of the Recommended Scheme proposal is provided in Appendix 6.

### **Appraisal of Scheme Options**

41. All three scheme options meet the basic aim to remove through traffic and congestion from the centre of Earl Shilton. A detailed appraisal given in Appendix 7, provides a framework to help establish the preferred option by comparing the three options against the existing situation (No Bypass) on local and national transport objectives, namely Environment, Safety, Economics, Accessibility, Health and Integration.
42. In the case of the Safety, Accessibility, Health and Integration objectives, the framework appraisal indicates that the benefits are similar for all three options in overall terms. However, in determining the case for the Recommended Scheme, the following summary appraisal highlights the key considerations relative to the Local Plan Scheme and the BRAG option in terms of Costs/Economics, Traffic and Environmental issues.

### **Scheme Cost Estimates and Economic Appraisal**

43. A comparison of the estimated scheme costs and economic appraisal for each of the three options is shown in Table 1.
44. A cost benefit analysis has been undertaken using data derived from the traffic model, accident records and the updated cost estimates. Apart from the out turn

cost, the values calculated have been discounted to 1994 base in accordance with government guidance.

45. The calculations have been carried out for both high and low traffic growth conditions, though to give conservative economic benefits only the low growth values are presented in Table 1 below.

**Summary Comparison of Scheme Costs and Economics**

**TABLE 1**

	Option 1 Local Plan Scheme	Option 2 BRAG Scheme	Option 3 Recommended Scheme
Scheme Costs (£M) (Out turn prices )	15.2	18.1	13.6
Accident Savings (£M)	7.6	7.6	7.6
Travel Time Savings (£M)	7.9	7.9	8.7
Net Present Value (£M) (Benefits – Costs)	9.3	8.0	10.8
PVB/PVC ratio (Present Value Benefits/Present Value Costs)	2.5	2.1	3.0

46. From inspection of Table 1 above, it can be seen that the Recommended Scheme provides the greatest overall economic benefits and is the least costly. The key differences can be summarised as follows:-

- i. The Recommended Scheme shows a construction saving of £1.6M on the Local Plan Scheme and £4.5M on the BRAG option.
- ii. The Recommended Scheme gives the highest value of travel time savings on the road network at £8.7M.
- iii. Although the estimated cost of the Recommended Scheme has risen from the original figure submitted in the bid to Central Government in September 2000, this option has an excellent positive Net Present Value (NPV) of £10.8M, and is better than both of the other two options
- iv. The benefits to costs ratio (PVB/PVC) is greatest for the Recommended Scheme. At 3.0, the Recommended Scheme would pay for itself at least 3 times over in its 30 year economic life. If high traffic growth is applied this ratio would increase to 3.9.

**Traffic Appraisal**

47. A key consideration in developing the Recommended Scheme was to assess the redistribution of existing traffic flow of various options on the overall road network

in and around Earl Shilton. To compare the differences, a traffic model has been established forecasting what the current situation would be with reference to the base year 2001.

48. In Appendix 8, the schematic road network plan compares the Annual Average Daily Traffic (AADT) flows for each of the three options against the existing situation (No Bypass).
49. Whilst all three options provide varying degrees of traffic relief to the existing A47 and nearby residential streets, the key differences in terms of traffic flow between the options are summarised in Table 2 below.

### Summary Comparison of Traffic Flow Forecasts

**TABLE 2**

2001 Reference Year – 2 way AADT Flows (Vehicles)	OPTION 1 Local Plan Scheme	OPTION 2 Restricted Access (BRAG) Scheme	OPTION 3 Recommended Scheme
On the Bypass	7,400 to 13,000	6,800	6,900 to 14,300
In the Town Centre (Wood Street) with Bypass	10,000	10,900	10,600
Town Centre Reductions on Wood Street	-6,000	-5,100	-5,400
<b>Key Changes in Traffic Flows on Main Side Roads and Residential Streets</b>			
Elmesthorpe Lane North of Proposed Bypass	-4,200	-100	-5,900
Elmesthorpe Lane South of Proposed Bypass	-3,600	-200	+2,500
Wilkinson Lane	+4,000	+100	-2,500
Station Road – North (Towards Existing A47)	-600	+100	-700
Station Road - South (Towards Proposed Bypass)	+2,100	+100	+600
Average Area Wide Relief on Residential Streets	-660	-640	-780

### **Notes:**

- Refer to Appendix 8 for area wide traffic flow diagram
- All flows shown as 2001 2-way AADT (Annual Average Daily Traffic)
- Minus (-) represents a decrease in flow; plus (+) represents an increase in flow. Flows without a plus/minus sign represent total flows.
- The area wide relief on residential streets is represented on the traffic flow forecast diagram (Appendix 8) by zonal link flows.

50. It can be seen from Table 2 that:-

- i. The Recommended Scheme carries the highest traffic flow on the Bypass (up to 14,300 vehicles) and provides significant relief to Elmesthorpe Lane north of the Bypass and to Wilkinson Lane. In the case of Station Road and Elmesthorpe Lane along the stretches where there is a forecast increase in traffic it is proposed to undertake highway improvement works and speed management measures as part of the scheme. Details will be the subject of a further public consultation exercise.
- ii. The BRAG option carries the lowest traffic flow on the Bypass (6,800 vehicles) and provides the least traffic reduction to the local road network.
- iii. Traffic relief from the Local Plan Scheme compares favourably with the Recommended Scheme but there is a significant increase in traffic on Wilkinson Lane and the southern section of Station Road.

51. On balance the Recommended Scheme gives better overall traffic relief to the town as it carries the highest traffic flow on the Bypass and diverts significant volumes of traffic away from most of the sensitive roads in the town. This is also reflected in the scheme's economic benefits whereby the calculated travel time savings are greatest for the Recommended Scheme.

### **Environmental Appraisal**

52. The third and final key consideration in developing the Recommended Scheme was the appraisal of environmental benefits and disbenefits. These are fully described in Appendix 7, and Table 3 below provides a summary comparison on the key environmental issues of the three options.

53. To assess the archaeological impact, a desktop exercise was first undertaken in May/June 2001. Following this a programme of non-intrusive archaeological investigation comprising of field walking, geophysical topographical and auger surveys along the route of the Bypass was carried out by the University of Leicester Archaeological Services in November 2001. Further investigation is programmed to plan the detailed mitigation measures required on archaeological remains at two specific sites. These are at the Medieval fish pond complex at Elmesthorpe and the possible Neolithic enclosure north of Mill Lane.

54. The route corridor of the Bypass unavoidably passes through the Medieval fishpond complex, which is of local and regional importance and which is directly associated with the nationally important Scheduled Ancient Monument of St. Mary's Church. On the advice given by the Director of Community Services

(Heritage Services), every effort had to be made when designing the Bypass to preserve important archaeological remains in situ to comply with Central Government guidance. Raising the vertical alignment close to or above ground level through this area of archaeological interest minimises the excavation of the remains. Alternatively, vertical alignment that places the road in a deep and wide cutting could have an extremely damaging impact in archaeological terms.

55. With regard to St Mary's Church, as the topography and other properties mainly hide the route, it is considered by English Heritage that the bypass options do not materially conflict with the historic landscape and outlook from the ancient monument.
56. The scheme appraisal for the traffic noise impact of the bypass options involved a selection of properties along the route corridor in the Elmesthorpe area to gauge the relative noise level differences. This appraisal helped to determine the extent of earth mounding as appropriate. To further mitigate the impact of traffic noise a quiet road surfacing specification is also being proposed for the entire length of the Bypass.

## Summary Comparison on Key Environmental Issues

**TABLE 3**

KEY ISSUES	OPTION 1 Local Plan Scheme	OPTION 2 Restricted Access (BRAG) Scheme	OPTION 3 Recommended Scheme
Noise and Air Pollution	Some increases but insufficient to qualify for noise insulation. Noise levels are either higher or not discernibly lower than the Recommended Scheme. Air quality along the route is within the required standards.	Some increases but insufficient to qualify for noise insulation. Noise levels are either higher or not discernibly lower than the Recommended Scheme. Air quality along the route is within the required standards.	Some increases but insufficient to qualify for noise insulation. Noise levels are either lower or not discernibly higher than options 1 & 2. Air quality along the route is within the required standards.
Landscape	Deep cutting in the Elmesthorpe Lane area. Up to 11m deep & 90m wide. (See Fig 2 for typical cross section). Could affect existing ground water patterns.	Deep cutting in the Elmesthorpe Lane and Wilkinson Lane area. Up to 13m deep & 100m wide. (See Fig 4 for typical cross section). Could affect existing ground water patterns.	Shallow cut & fill with earth mounding up to 3m high. (See Fig 6 for typical cross section).
Visual Intrusion	Deep cutting at Elmesthorpe Lane will screen bypass traffic from nearby dwellings.	Deep cutting in Elmesthorpe area will screen bypass traffic from nearby dwellings.	Soft landscaping & earth mounding to provide equivalent of a cutting to screen bypass traffic from nearby dwellings. More street lighting will be visible.
Archaeological	Deep cutting would have a very damaging impact on Medieval remains.	Deep cutting would have an extremely damaging impact on Medieval remains.	Though damaging majority of Medieval remains will be preserved
Property	Would involve the demolition of one residential property or require a costly retaining structure. With comparable earth mounding the landtake area would be greater than the Recommended Scheme.	Will involve the demolition of one commercial property or require a costly retaining structure. With comparable earth mounding this option involves the greatest area of landtake.	No demolition of residential or commercial properties, and no requirement for retaining structures. Landtake minimised.

57. Whilst the presence of earth-mounding and more street lighting on the Recommended Scheme would create some additional visual intrusion, it can be seen from Table 3 above, that on balance, the Recommended Scheme has the least environmental impact overall.

## **Next Steps**

58. Subject to approval of a Preferred Scheme and successful completion of statutory procedures, the earliest target dates leading up to the Bypass opening are as programmed below:-

- Submission of Planning Application January 2003
- Determination of Planning Application by the Development Control and Regulatory Board Summer 2003
- Publish Statutory Orders (subject to Planning Permission) Autumn 2003
- Public Inquiry into Scheme proposals Spring 2004
- Confirmation of Orders by Secretary of State Autumn 2004
- Seek full acceptance of Scheme by Central Government Autumn 2004
- Earliest start of construction on site Summer 2005
- Earliest Bypass open to traffic Autumn 2006

## **Conclusions**

59. Following the exhibition and public consultation exercise in October 2001, the large number of questionnaires returned showed an overwhelming support for a bypass. The analysis showed that 81% of respondents support the need for a bypass as the first step towards improving Earl Shilton town centre for the local community. Significantly the scheme's general layout as exhibited was accepted by 70% of respondents while 28% would like to see changes to the layout as presented at the exhibition.
60. In response to the public consultation exercise further refinements have been made in developing the Recommended Scheme from the Local Plan Scheme. These further modifications have sought to minimise the impact of the Bypass on the environment and the residential areas adjacent to the proposed route. A further option has also been appraised in response to an alternative presented by the Earl Shilton Bypass Residents Action Group, otherwise referred to in this report as the BRAG option.
61. Both the Recommended Scheme and the BRAG option are variations on the Local Plan Scheme but the key differences occur along the route between the western terminal point of the A47 Carrs Hill roundabout and Breach Lane, as diagrammatically illustrated in Appendix 5, Figures 1, 3 and 5. Although the road level of the Recommended Scheme is approximately at ground level, the introduction of earth mounding and landscaping from west of Elmesthorpe Lane to east of Station Road/Wilkinson Lane will provide the equivalent of a bypass in cutting. This in effect upholds the design principle of the Local Plan Scheme to effectively screen traffic on the Bypass passing through this sensitive residential area. It is also proposed to develop highway improvement and speed management measures for Station Road and Elmesthorpe Lane, the two main side roads that connect with the Bypass.
62. After due consideration of all the issues raised, it is concluded that the Recommended Scheme will best provide a balanced solution to the transportation problems in Earl Shilton. Whilst the scheme appraisal has identified some

disbenefits, the Recommended Scheme gives better overall traffic relief, has the least environmental impact, it is the least costly solution and represents best value for money against the other two options.

### **Equal Opportunities Implications**

63. There are no discernible equal opportunities implications.

### **Background Papers**

Leicestershire Structure Plan 1991 – 2006

(Published January 1994)

Leicestershire, Leicester and Rutland Structure Plan Deposit Draft 2006 - 2011

(Published September 1998)

Leicestershire Local Transport Plan 2001 – 2006

(Published 2000)

Hinckley and Bosworth Local Plan

(Adopted February 2001)

Blaby District Local Plan

(Adopted September 1999)

Highways and Transportation Committee 22 January 1987

Planning and Environment Scrutiny Committee 02 May 2002

Leicestershire County Council Earl Shilton Bypass Public Exhibition and Consultation

Report – November 2001

A letter dated 26 May 2002, received from Mrs D. Chalmers on behalf of the resident action groups

**REPORT TO THE PLANNING AND ENVIRONMENT  
SCRUTINY COMMITTEE - 2ND May 2002**

**PETITIONS IN RELATION TO A47 EARL SHILTON BYPASS**

**Petition 1: from the Earl Shilton Bypass Residents Action Group**

**Petition 2: from residents of the Elmesthorpe Land Settlement Area**

**RESULT OF INVESTIGATIONS**



**LEICESTERSHIRE  
COUNTY COUNCIL**

**PLANNING AND ENVIRONMENT SCRUTINY COMMITTEE**

**2ND MAY 2002**

**PETITIONS IN RELATION TO A47 EARL SHILTON BYPASS**

**Petition 1: from the Earl Shilton Bypass Residents Action Group**

**Petition 2: from residents of the Elmesthorpe Land Settlement Area**

**RESULT OF INVESTIGATIONS**

**REPORT OF THE ACTING DIRECTOR OF PLANNING AND  
TRANSPORTATION**

**Purpose of Report**

1. Mr W Palmer, a member of the public, presented a petition to the Planning and Environment Scrutiny Committee on 24th January 2002, on behalf of the Earl Shilton Bypass Residents Action Group (BRAG).
2. Mr Kirtland who is a resident of Elmesthorpe presented a further petition to the Planning and Environment Scrutiny Committee on 21st February 2002. At the same meeting Mr Kirtland requested that this Committee note the comments from a meeting of the residents in the Elmesthorpe Land Settlement Area, attached as Appendix A.
3. This report provides a response to the general principles and procedures raised in the two petitions and how the more detailed points of design will be addressed.

**Background**

4. Completion of the Earl Shilton Bypass will improve conditions along the existing A47 by removing through traffic and congestion. This will enable complementary environmental improvements to be made in the town centre that will provide a safe, accessible and more attractive place for the local community. The proposed Bypass also provides excellent value for money in terms of meeting both local and national transport objectives, namely: Environment, Safety, Economy, Accessibility, Health and Integration.
5. The corridor of the Preferred Route as shown on the indicative plan Appendix B, was established following extensive consultation in 1985 and 1986. The Scheme in a preliminary outline form was adopted in the Hinckley Area Local Plan in 1991

following a Public Inquiry in 1989. The Scheme attracted no opposition and was further endorsed at the 1997 Public Inquiry into the Hinckley and Bosworth Local Plan, subsequently adopted in 2001. The Scheme was also adopted in the Blaby District Local Plan in September 1999 following an earlier Public Inquiry in 1996.

6. In September 2000 a bid for the Scheme based on this preliminary outline was submitted to the Government Office of the East Midlands. The LTP settlement letter of 14 December 2000, confirmed that the bid had been provisionally accepted subject to successful completion of statutory procedures.
7. Following more detailed survey work and preliminary consultations, the Scheme design was further developed and in October 2001 a public exhibition and consultation exercise was held. Comments were invited with the help of a questionnaire delivered to over 8,000 addresses in the Earl Shilton area. The analysis of questionnaires showed an overwhelming support for the proposals. 81% of respondents support the Bypass with 92% agreeing that there is a need to improve the centre of Earl Shilton for businesses and shoppers. Significantly the Scheme's general layout as exhibited was accepted by 70% of respondents while 28% would like to see changes to the layout as presented at the exhibition.
8. Further refinements to the scheme are being developed in light of all the comments made during the public consultation. It is anticipated that Cabinet will consider a report into the preferred option in the summer and planning permission sought thereafter. There will then be a further opportunity for representations to be made on the scheme when the planning application is submitted and before it is considered by the Development Control and Regulatory Board.
9. As part of the ongoing consultation process, County Officers have met with a newly formed residents group called the Earl Shilton Bypass Residents Action Group (BRAG) requesting that an alternative layout be considered. This BRAG option represents a modification to the Local Plan Scheme by restricting access to the Bypass to its A47 terminal points i.e., by extending a deep cutting and bridging Station Road/Wilkinson Lane instead of providing a roundabout junction as proposed in the Local Plan Scheme.

### The Petitions

10. The first petition presented by Mr Palmer, contains 413 signatures, collated by BRAG representatives, and reads as follows:-

*"We the undersigned;*

*1. Demand that any proposal for the Earl Shilton Bypass (as now and as amended in response to public consultation or for other reasons) must be subject to another public inquiry before planning permission for the bypass is sought.*

*2. Request a breakdown of the £8m cost of the bypass as estimated for the current plan and insist on firm assurances that the County Council will not seek to sacrifice environmental promises or make agreements with developers to stay within its budget.*

*3. Demand assurances that there will be no development on green field sites along the bypass route unless included in local plans drawn up with the usual public consultation.*

*4. Believe that the proposals as of October 2001 will create unacceptable traffic and road safety risks in particular in Wilkinson Lane, Station Road and adjacent residential streets. It is also likely to create rat runs in certain areas.*

*5. Question whether the bypass will ever meet its declared objective - as stated by the County Council – of leading to improvements to Earl Shilton town centre when any such improvement is dependent on commercial investment. ”*

11. The second petition presented by Mr Kirtland is signed by 70 local residents of the Elmesthorpe Land Settlement Area. It reads as follows:-

*“We the undersigned residents of the Land Settlement Area unanimously demand that the Earl Shilton Bypass is built in a cutting by Elmesthorpe and that Elmesthorpe Lane is bridged, as in the original proposals.*

*The current County Council scheme is entirely unacceptable and if the authority insists on going ahead with this as the basis for a planning application we demand that the whole question of the route be reconsidered.*

*We seek firm assurances that settlement properties will be properly protected against noise, vehicles and light pollution from the proposed road.*

*We also insist that the southern junction with the A47 is relocated in line with the attached map issued only 12 months ago by Leicestershire County Council – the proposed route is intolerably and unnecessarily close to properties in The Crescent, Elmesthorpe.”*

### **Response to the General Issues Raised**

12. The points raised in the two petitions comprise of general principles and procedures as well as relating to detailed design aspects of the Scheme. Since it is intended to present a full report to Cabinet dealing with the appraisal of the Local Plan Scheme and the BRAG option in comparison to the recommended Scheme, this report is confined to responding to the general issues raised by the two petitions. In making its decision on a Preferred Scheme, Cabinet will be made aware of the results of the public consultation and of the concerns raised in these two petitions.

13. The Demand for another Public Inquiry prior to Planning Permission being sought:  
A Public Inquiry prior to planning permission being sought would not be linked to any key stage as Cabinet has yet to approve a Preferred Scheme. If the Scheme is approved and planning permission is granted a further Public Inquiry may be held if objections to the Scheme are raised at the key statutory stage following the publication of the Compulsory Purchase and Side Road Orders. It is for the Secretary of State to decide if a Public Inquiry is needed and to confirm the Orders before the Scheme can proceed towards construction. The County Council has made provision in the Scheme programme for a Public Inquiry at the appropriate time should it be deemed to be required.



14. A Breakdown of the Scheme Cost Estimates:

The provisional bid to Central Government in 2000 was based on the Scheme at an early stage of development, i.e. the route layout as included in the Local Plan. The bid of £8.9 million was a budgetary estimate of the finance required over the next few years that would allow the County Council to develop and implement a Preferred Scheme. A better estimate will be available of the final cost once a Preferred Scheme has been established. Should there be a cost increase requiring the County Council to apply for additional funding from the Government, then the Scheme would again have to be justified against value for money criteria. It should be noted however, that any changes to the Local Plan Scheme would only be made on balance to better achieve the aim and objectives, and not as a result of a cost cutting exercise.

15. No Sacrifice of Environmental Promises:

The Scheme to be presented to Cabinet will continue to uphold the environmental principles outlined in the original Local Plan Scheme. As part of the design it is proposed that the recommended Scheme will be appropriately screened from sensitive residential areas to mitigate the impact of the Bypass.

16. No Agreements with Developers to stay within Budget:

Subject to satisfactory completion of statutory procedures the Bypass will be fully funded from the County Council's Capital Programme and will not be dependent on other funding sources. It should be noted however, that a housing allocation site is identified in the current Hinckley and Bosworth Local Plan off Breach Lane, Earl Shilton. If the housing allocation site gains planning permission and is constructed ahead of the Bypass then a short link road from the main site access to Station Road will be funded and constructed by the developer on the line of the proposed Bypass.

17. Development on Green Field Sites:

No development on green field sites adjacent to the Bypass could proceed unless they are included in the respective District Local Plans. For developments to be included in Local Plans they would have to be subject to public consultation as part of the normal statutory and planning process.

18. Exhibited Scheme will create unacceptable Traffic and Road Safety Risks

Following the public consultation exercise and exhibition, modifications to the Scheme are being developed that will aim to minimise traffic and road safety concerns.

19. Can the Bypass achieve its declared objective of leading to Town Centre Improvements, as this is dependent on Commercial Investment?

Construction of the Bypass will in itself help to improve the Town Centre environment by removing through traffic and congestion. In addition, funding for complementary Town Centre improvements have been separately identified in the Local Transport Plan and Earl Shilton is one of six named schemes. Whilst Town Centre improvements are not therefore dependent upon commercial investment, any funding from additional sources could obviously help to provide further enhancements.

20. Bypass should be in Cutting and Elmesthorpe Lane Bridged as in the Original Local Plan Scheme

As stated in paragraph 15 the Scheme to be presented to Cabinet will continue to uphold the environmental principles outlined in the original Local Plan Scheme.

21. The Current Scheme is entirely unacceptable and the whole question of the route should be reconsidered

It is taken that the 'current' Scheme is that which was exhibited at the public exhibition in October 2001. As a result of the public consultation exercise, scheme modifications are being developed that uphold the principles of the original Local Plan Scheme. With regards to the established route of the Bypass, this has been the subject of extensive public consultations and three Local Plan Inquiries.

22. Firm assurances required on Noise, Vehicle and Light Pollution:

Wherever desirable and particularly in sensitive areas, the Scheme will be in cutting or the equivalent of cutting with the use of earth bunds together with landscaping to reduce the visual and noise impact. The use of quiet road surfaces to further minimise the environmental impact of the Bypass will be recommended to Cabinet. Lighting will be designed in accordance with current County Council and national policies. It is anticipated that the lighting design will incorporate modern cut-off lanterns to minimise light pollution. In the Earl Shilton area there will be substantial reductions in traffic flows, with reduced congestion and consequential improvements in air quality for the town centre, residential areas, schools and community facilities. An air quality assessment of properties in the vicinity of the Bypass route shows that they will be well within the relevant standards.

23. Insist the A47 South Junction is Relocated to the north as per the August 2000 Drawing:

The location of the southern Bypass junction with the A47 Leicester Road shown on the October 2001 exhibition drawings remains unchanged from that shown on the original Local Plan Scheme. However, an indicative plan dated August 2000 illustrated the southern route of the proposed Bypass as a dotted line. The plan was produced for bidding purposes and incorrectly showed A47/southern Bypass junction located further north than the Local Plan Scheme. This indicative plan, which was not drawn to scale, was never intended as an accurate representation of the Scheme alignment. As part of the Scheme appraisal however, the request to move the junction further north will be considered by Cabinet prior to deciding on a Preferred Scheme.

### **Equal Opportunities Implications**

24. There are no discernible equal opportunities implications.

### **Conclusion**

25. The two petitions presented are a direct response to the Scheme proposals being developed as part of the public consultation exercise and exhibition held in October 2001. This report sets out a response to the general principles and procedures raised and to confirm that the County Council is developing the Earl Shilton Bypass proposals in accordance with normal statutory procedures. In making its decision on a Preferred Scheme, Cabinet will be made aware of the results of the public consultation exercise and of the concerns raised in these two petitions.

26. In developing the scheme proposals various modifications to the original Local Plan Scheme have and continue to be examined including those requested by BRAG and the Elmesthorpe Land Settlement Area petitioners. Upon completion of the Scheme appraisals a full report will be presented to Cabinet recommending a Preferred Scheme that on balance best meets the project aim and objectives. This will include careful consideration of mitigation measures that will continue to uphold the principles of the original Local Plan Scheme to minimise the environmental impact especially in sensitive residential areas.

### **Background Papers**

Leicestershire Local Transport Plan 2001 – 2006.

### **Circulation under Sensitive Issues Procedure**

Mr E F White – 26th April 2002

Mr D Bown – 26th April 2002

Mr P G Winkless – 26th April 2002

Mrs R Camamile – 26th April 2002

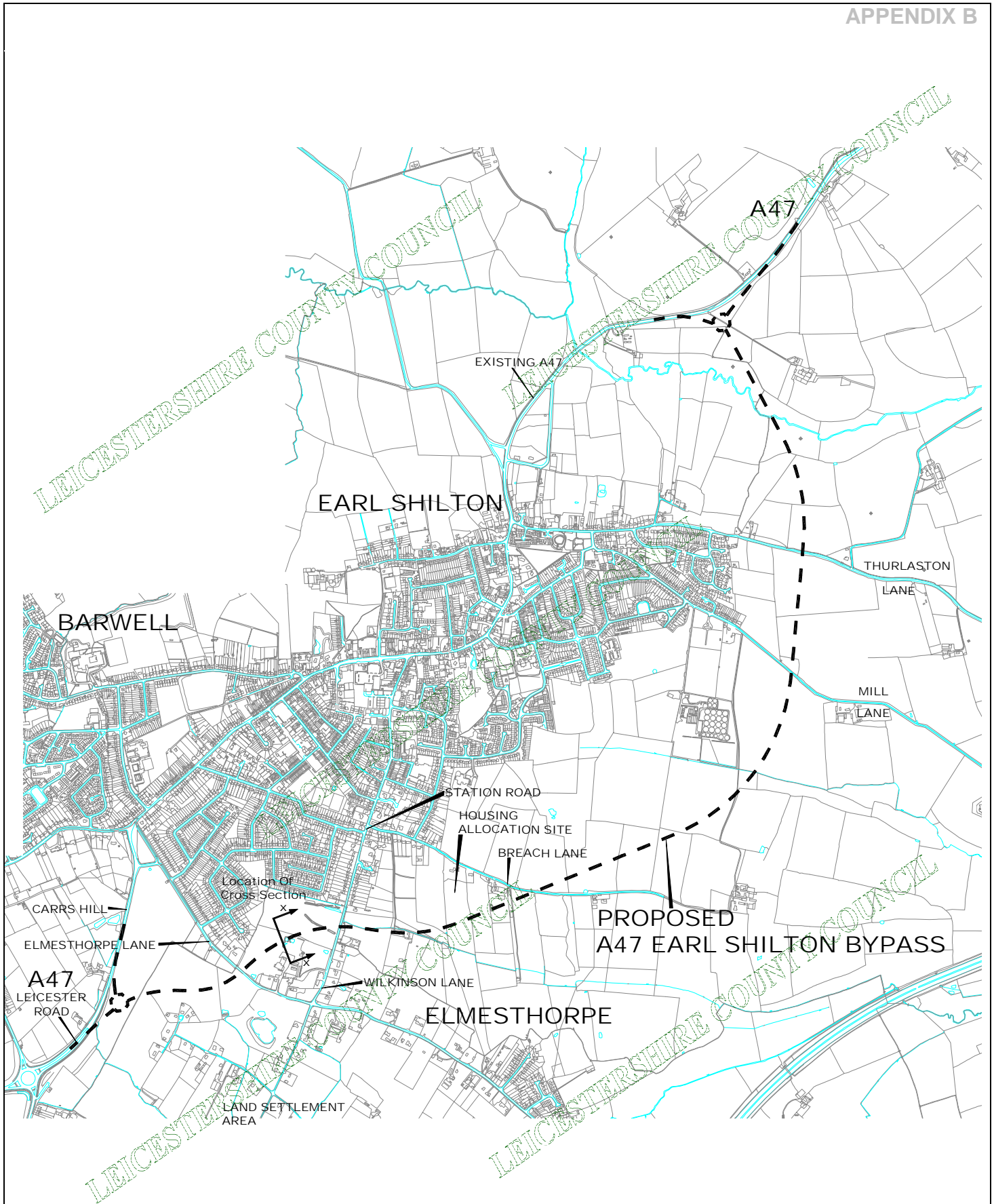
### **Officer to Contact**

Mr S Kuziara – 0116 265 7093

### Comments from an Elmesthorpe Land Settlement Area residents meeting

In addition, the petitioners ask the Committee to note the following comments from a meeting of residents in the Elmesthorpe Land Settlement Area. The residents who will be directly affected by the proposed bypass, and it was the unanimous opinion of those present, who included householders from The Crescent, Billington Road West and Bridle Path, that:

- I. Both the exhibited and modified access schemes stray so far from the original proposal where they affect Elmesthorpe that there should be a public enquiry BEFORE planning permission is sought. When the southern route for the bypass was agreed in 1986, the proposal was that most of the section near Elmesthorpe would be in a cutting and Elmesthorpe Lane would be bridged. The exhibited (not in a cutting) and modified access schemes are entirely unacceptable to us. These are exercises in cost cutting rather than addressing the concerns of the local community that is materially affected.
- II. Elmesthorpe Lane should be bridged. The modified access scheme would create an unacceptable amount of traffic accessing the bypass along Elmesthorpe Lane which is a country lane not designed to cope with the levels of traffic anticipated. Settlement residents are concerned that they will have difficulty getting out from Bridle Path onto Elmesthorpe Lane. There would also be intolerable noise and air pollution from vehicles approaching and pulling away at the three-way junction proposed. We believe standing traffic would be also be inevitable, especially at peak times.
- III. There be written assurances that Settlement properties are properly protected against noise, vehicle and light pollution. These measures should include: mature planting on the section south of the road near land settlement properties; quiet tarmac along the route; no lighting (this is further reason why the modified scheme is unacceptable – the area is currently unlit and is one of the significant attractions for residents).
- IV. We ask the reason for the cutting/mound being set at two metres rather than, say, two and a half or three metres which could make a significant difference to nearby properties.
- V. We accept that the numbers of residents on the Settlements are small compared to the affected Earl Shilton area but it should be appreciated that currently we are living in designated countryside with no major road. The county council's proposals will place a 13,000-vehicle a day bypass on our doorsteps. Weighting should be given to this severe change to our circumstances.
- VI. It was the opinion of the meeting that the county council application for government approval and funding for the scheme should have covered the original commitments for the road to be in cuttings by Elmesthorpe with Elmesthorpe Lane bridged. If that level of funding does not now cover the costs of the original proposals for cuttings and bridging then the county council should either reassess the routing or reapply to government for more money.



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DEPARTMENT OF  
PLANNING &  
TRANSPORTATION

PROPOSED A47 EARL SHILTON BYPASS  
Indicative Plan of Preferred Route Corridor  
NOT TO SCALE APRIL 2002 TPI



North

## APPENDIX 2

### BREAKDOWN OF SCHEME COSTS

## **APPENDIX 2**

### **ITEMISED COST ESTIMATES OF SCHEME OPTIONS (Out-turn Prices)**

<b>ITEM</b>	<b>Option 1 – Local Plan</b>	<b>Option 2 – BRAG</b>	<b>Option 3 – Recommended</b>
Preliminaries, Earthworks and Landscaping	£3.9M	£5.9M	£2.8M
Roadworks	£5.3M	£5.4M	£5.7M
Structures	£2.0M	£2.8M	£1.1M
Statutory Undertakers Diversions	£2.6M	£2.6M	£2.6M
Land & compensation	£1.4M	£1.4M	£1.4M
<b>Total</b>	<b>£15.2M</b>	<b>£18.1M</b>	<b>£13.6M</b>

#### **NOTES:**

- Statutory undertakers costs are based on estimates for the Recommended Scheme. These are expected to be similar for all three schemes.
- The land and associated costs for each option are taken to be similar. However, in the case of Options 1 and 2, there would be some additional costs for property acquisition and demolition or construction of retaining walls as these two schemes pass through the Elmesthorpe area in deep cutting.
- Costs above are all calculated using a 17.5% contingency for works.
- Costs above are valid for the scheme programme outlined in this report, which assumes a start of works in Summer 2005.
- Costs above include for an annual inflation rate of 3%.
- Design and supervision costs are included within the totals for Roadworks and Structures.

**BREAKDOWN OF INCREASED COSTS FOR THE  
RECOMMENDED SCHEME**

**BREAKDOWN OF INCREASED COSTS FOR THE RECOMMENDED SCHEME****Summary of costs; -**

- |  |          |
|--|----------|
| • 2000/01 LTP Bid for Local Plan Scheme (out-turn price) | £8.961M  |
| • Updated cost of Recommended Scheme (out-turn price)    | £13.631M |

**Breakdown of changes; -**

- |   |                       |
|---|-----------------------|
| • Construction Price Inflation - tender prices have risen by 21% between 98/99 and June 2002                                    | £1.417M               |
| • Statutory Undertakers costs based on more detailed estimates  | £1.531M               |
| • Aggregate tax (came into force on 1st April 2002)   | £0.215M               |
| • Increased land, design and supervision costs reflecting current market prices   | £1.130M               |
| • Environmental enhancements (increased noise mitigation, landscape areas and addition of 'quiet road surfacing' specification) | £0.230M               |
| • Addition of an underpass at Chainage 2900 and a footway/cycleway has been added alongside the Bypass                          | £0.285M               |
| • Increase in contingencies from 5% to 17.5%*   | £1.204M               |
| • Design changes at the southern end of the route following consultation  | - £1.342M             |
| Net Total Increases   | <b><u>£4.670M</u></b> |

\* Following the experience of other schemes, a risk assessment has been undertaken on the possibility of future cost increases and it has been considered prudent to raise the contingency element of the cost estimate from 5% to 17.5%. This is in light of the preliminary nature of the current design and the risk of cost increases arising over the next few years, due to the less competitive environment resulting from the large increase in highway work nationally. This margin could reduce as the scheme develops and the risk of further cost increases becomes less.

**SUMMARY OF ISSUES RAISED DURING CONSULTATION**

**SUMMARY OF ISSUES RAISED DURING CONSULTATION**

Many of the issues raised during the consultation exercise are inter-related. In responding to one specific issue, it can also be addressing one or more interrelated issues, hence several references are made in some cases.

ISSUE RAISED	Addressed in report to:	
	Cabinet (paragraph)	Scrutiny (paragraph)
<p><b>Hinckley and Bosworth Borough Council Cabinet Report dated 24 Jan 2002 (in response to exhibited layout)</b></p> <ol style="list-style-type: none"> <li>1. Primary vehicular access from Bypass should be capable of serving future development</li> <li>2. Noise assessment as part of Environmental Assessment requested</li> <li>3. Concern over impact of road near to Breach Lane; visual intrusion and loss of privacy for new homes on allocated development site adjacent to the Bypass.</li> <li>4. Increased traffic on residential roads; traffic calming could ameliorate this</li> </ol>	<p>App4(13)</p> <p>App4 (1) App4(12)</p> <p>Tab. 2, 50 App4(11) App 6(7) App8</p>	<p>16, 17</p>
<p><b>Blaby District Council Cabinet Report dated 19 Feb 2002 (in response to exhibited layout) and full Council resolution of 23 July 2002</b></p> <ol style="list-style-type: none"> <li>1. The Bypass will have negative effect in terms of noise and increased traffic flow in Parish of Elmesthorpe</li> <li>2. The Bypass should be in cutting though Elmesthorpe as originally “promised”</li> <li>3. No details of mitigation measures</li> <li>4. No pedestrian/cycle routes shown between bypass and side roads</li> <li>5. Connection to Wilkinson Lane should be eliminated</li> <li>6. Add connection to Elmesthorpe Lane</li> <li>7. Adverse effect on Ancient Monument</li> <li>8. Adverse effect on fish pond site</li> <li>9. Address health issues</li> </ol>	<p>Tab.2, 50, 56, Tab3, 57, App8 38, Fig 6, 61, App4(7) App6(5) 38, Fig 6, App6(5) App6(2,6, 8,9,11) App6(7) App6(6) 55 54 42, Tab3, App7</p>	<p>20</p>
<p><b>Earl Shilton Parish Council letter dated 22 Nov 2001 (in response to exhibited layout)</b></p> <ol style="list-style-type: none"> <li>1. Elmesthorpe Lane to be kept open for access to Stoney Stanton</li> <li>2. Tree planting to protect Birch Close and Maple Way</li> <li>3. Access to sewage works off Bypass</li> <li>4. Ban on HGV’s in the Town</li> <li>5. Links between side roads and cycle paths needed</li> <li>6. Wildlife tunnels to be provided</li> <li>7. Rat runs should be prevented</li> <li>8. Under or over pass for Breach Lane.</li> <li>9. Landscaping and banking to be provided to reduce noise</li> </ol>	<p>App6(6) Fig 6, App6(5) App4 (10) 16 App6(2,6, 8,9,11) App4 (2) Tab2, 50, App4(11), App6(7) App4(9) 38, Fig.6, App6(5)</p>	

ISSUE RAISED	Addressed in report to:	
	Cabinet (paragraph)	Scrutiny (paragraph)
<p><b>Elmesthorpe Parish Council letter dated 6 Dec 2001 (in response to exhibited layout)</b></p> <ol style="list-style-type: none"> <li>Have objected to the Scheme proposals</li> <li>Elmesthorpe Lane should not be stopped up</li> <li>Noise pollution from road at ground level at Elmesthorpe Lane</li> <li>Facilities for pupils walking to William Bradford school must be provided</li> <li>Increase in traffic through Elmesthorpe is a concern</li> </ol>	<p>App6(6) Tab3, 56, 57, App4(1) App6(6) Tab2, 50, App6(7), App 8</p>	
<p><b>Petition presented to Planning and Environment Scrutiny Committee on 24<sup>th</sup> January 2002</b></p> <ol style="list-style-type: none"> <li>Public Inquiry into the scheme proposals required prior to planning</li> <li>Request breakdown of scheme costs</li> <li>Must not sacrifice environmental promises</li> <li>Must not make agreements with developers to stay within budget</li> <li>No development on green field sites unless included in local plans</li> <li>Exhibited scheme will create unacceptable traffic &amp; road safety risks and rat runs</li> <li>ESB cannot achieve its objectives which are dependent on commercial investment</li> </ol>	<p>58 App 2 38, 61,  Tab2, 50, App4 (11), App6(7), App 8</p>	<p>13 14 15 16 17 18 19</p>
<p><b>Comments from a meeting of residents of the Elmesthorpe Land Settlement Area (attached to the petition presented on 24<sup>th</sup> January 2002)</b></p> <ol style="list-style-type: none"> <li>Elmesthorpe Lane should be bridged, it is not designed for predicted traffic</li> <li>Reason why 2m mound height has been chosen, why not 2.5 or 3m?</li> <li>Currently in designated countryside, ESB will cause severe change of circumstances</li> <li>Should re-apply to government for any funding shortages to complete LP scheme</li> <li>Public Inquiry into the scheme proposals required prior to planning</li> <li>Firm assurances required on mitigation against noise, vehicle and light pollution (quiet tarmac should be used and street lighting should be excluded).</li> </ol>	<p>50, 54, App4(11) Fig6, 56 App6(5) 55, Tab3, 57, 11, 46  58 56, 57, App6(1,5)</p>	<p>14 13 22</p>
<p><b>Petition presented to Planning and Environment Scrutiny Committee on 21<sup>st</sup> February 2002 (in response to exhibited layout)</b></p> <ol style="list-style-type: none"> <li>The Bypass should be in cutting at Elmesthorpe Lane – as outlined in the original 1986 route</li> <li>Exhibited scheme entirely unacceptable - demand route be reconsidered</li> <li>Firm assurances required on mitigation against noise, vehicle and light pollution.</li> <li>Insist A47 south junction is relocated to the north (as per August 2000 drawing) away from The Crescent.</li> </ol>	<p>38, 61, App4 (7) App6(5)  56, 57, App6 (1,5)  App4 (3)</p>	<p>20 21 22 23</p>

ISSUE RAISED	Addressed in report to:	
	Cabinet (paragraph)	Scrutiny (paragraph)
<b>Issues raised in letter dated 26<sup>th</sup> May 2002 from Earl Shilton Bypass Residents Action Group</b>		
1. The County Council has decided that the Scheme is value for money before the design has been completed.	46, App4(4) Fig 1,	
2. What was the preliminary scheme outline and make-up of the bid as submitted to government?	App2&3	
3. A controlled junction should be considered where Thurlaston Lane crosses the Bypass.	App4 (5)	
4. The opinions of those living along the route should be canvassed.	App 4 (6)	
5. What are the environmental principles outlined in the original Local Plan Scheme?	App 4 (7)	
6. Request that no part of the Bypass is constructed until the planning process is exhausted.	58 App4(13)	17
7. The Bypass will lead to many more vehicles including HGVs using unsuitable roads.	16, 51, Table 2, App4 (11)	
8. Standing traffic at traffic light junctions will cause pollution.	App4 (1)	
9. The Recommended Scheme will lead local traffic away from the centre of Earl Shilton	Tab2, App4(14), App8	
10. What are the relevant standards for air quality and do they take account of standing traffic?	App4(1, 8)	

**Summary response to other issues not dealt with in Scrutiny Report or Parts A & B of the Cabinet Report**

1. Standing traffic at the signalised junctions will cause noise and air pollution.  
The junction layouts have been designed to cater for the predicted flows over the life of the Scheme. Although the calculations do not specifically take account of standing traffic, the air quality in the vicinity of the route has been calculated to be well within the limit of all relevant standards. In addition there will be substantial reductions in traffic flows, with reduced congestion and consequent improvements in air quality for the town centre, residential areas, schools, and community facilities. A full 'Traffic Noise and Vibration' analysis will be undertaken and included in the Environmental Assessment to accompany the planning application.
2. Measures to mitigate the impact on ecology  
An ecological study has been undertaken and a schedule of measures to minimise the impact of the Scheme will be included in the Environmental Assessment as part of the Planning Application.
3. Relocation of the A47 Carrs Hill Roundabout further north  
The relocation of the proposed A47 southern roundabout has been investigated and although this would be possible, the design criteria in combination with the physical constraints on the alignment between Elmesthorpe Lane and Station Road would not allow the main carriageway of the Bypass to move further north where it passes near to the properties on The Crescent and Billington Road West. The present position of the roundabout has been chosen to give a balanced minimum impact upon all nearby properties and therefore, a change to this layout would not be beneficial.

4. Value for money

From the initial economic assessment submitted with the bid to government in July 2000, it was clear that the preliminary proposals even at that early stage provided good value for money. The further development of the Scheme has confirmed this position and although there has been an increase in the cost estimate this has been offset by the greater traffic benefits attributable to the Recommended Scheme. As summarised in Table 1 of this report, the Recommended Scheme not only represents best value against the other two options but also provides better value for money than the original scheme submitted to Central Government.

5. A controlled junction should be provided at Thurlaston Lane.

From the responses received at the public exhibition, there was little demand to provide access on and off the Bypass from Thurlaston Lane. To introduce a cross-roads junction whether controlled or otherwise on the 60mph section of the Bypass is likely to attract a net increase in accidents. This is due to the low traffic movement forecast at this junction and resulting marginal relief to other parts of the road network that will not provide sufficient accident savings. Other than providing an overbridge as proposed the remaining alternative would be to close Thurlaston Lane. However, Thurlaston Lane provides a valuable route to Thurlaston, Huncote and Croft, and its closure would result in a diversion route of up to 5 miles. Finally, an overbridge will provide a safer and more convenient access for local farmers, pedestrians and cyclists.

6. Residents along the route should be canvassed on alternative scheme options

The consultation exercise put forward a preliminary scheme and sought the views of residents. Even though the exhibited scheme was supported by 70% of respondents, all views have been considered and modifications have been made to the design where appropriate. The County Council would not seek to repeat this exercise using the alternative scheme proposed by objectors. However, the objectors (BRAG) scheme has been carefully assessed and the findings are contained within this report. The Recommended Scheme has been developed to best meet with national and local transport objectives and by taking into account all the views that have been expressed.

7. The Environmental Principles of the Local Plan Scheme

The route corridor for the Earl Shilton Bypass as outlined on drawing number 9905/30/13 was fully considered during the public consultation and at the Hinckley and Bosworth Borough Council Local Plan inquiry in 1989. The aim of the scheme is to remove through traffic and congestion to enable an integrated package of complementary town centre measures to be undertaken to improve safety, accessibility and the environment for the local community. The environmental principles adopted for the original scheme, which equally apply to any subsequent modifications, were to minimise the impact of the Bypass whilst striving to achieve the maximum benefits in terms of the local and national transport objectives. By indicating a cutting beneath Elmesthorpe Lane, a key principle of the Local Plan Scheme was to screen traffic on the Bypass from nearby residential properties. In developing the Recommended Scheme, the design modifications in the area have upheld this principle by the use of earth mounding to provide the equivalent of a Bypass in cutting to screen traffic passing through this sensitive residential area.

8. Standards for Air Quality

Air quality standards are set out in Department of Transport Design Manual for Roads and Bridges Vol. 11 [March 1999] and Department of the Environment, Transport and the Regions Multi-Modal Studies Guidance [March 2000].

9. Underpass or Overpass to be provided at Breach Lane

It is recognised that Breach Lane is a popular recreational route for pedestrians/cyclists/equestrians who will wish to continue using this route when the Bypass is in place. To assist this movement, gates or stiles will be provided in the highway boundary together with a new footway/ cycleway adjacent to the carriageway, which will safely lead pedestrians and cyclists to a crossing point. Furthermore a new bridleway will be provided along the northern highway boundary that will link Breach Lane to a proposed underpass in the vicinity of Mill Lane. This will serve as an alternative recreational path for pedestrians and cyclists and avoid the necessity for a road crossing. In addition, the bridleway will provide equestrians with an uninterrupted route leading back to Breach Lane south of the Bypass again avoiding the need to cross the main carriageway. In view of the recreational nature of these journeys and the comparatively low number of people needing to directly cross the Bypass, it is considered therefore, that there are insufficient grounds for the construction of a bridge or underpass at this location.

10. Provision of access to the Sewage Works

Local access has been provided only where the Bypass severs existing tracks. The access to the sewage works is not crossed by the Bypass and will therefore remain unaffected. Furthermore, minor accesses onto the Bypass have been kept to a minimum for safety reasons.

11. Prevention of 'Rat-Runs'

The traffic analysis predicts that once the Bypass is in place, drivers will not need to use less suitable routes to avoid congestion on the main road network. On the contrary, the zonal link flows in Appendix 8 and in Table 2 show that traffic flows on the residential streets will reduce. However, in maximising the scheme benefits it is recognised that parts of Station Road and Elmesthorpe Lane are predicted to carry increased traffic flows as they are the main side road links to the Bypass. At these two locations it is proposed that highway improvements and speed management measures will need to be developed as part of the scheme.

12. Visual intrusion and loss of privacy for new homes on allocated development site

Following the exhibition, modifications have been made which will bring the level of the proposed road close to the existing ground level in the vicinity of Breach Lane. Although this will help to reduce the visual impact if the scheme, it is expected that further mitigation measures will be required by the planning authority at the time when the development proposals are considered.

13. No part of the Bypass should be constructed until the planning process is exhausted.

No part of the Bypass will be constructed until all the statutory procedures have been completed and Government funding is made available. However, if Hinckley & Bosworth Borough Council grant planning approval for the allocated housing site to the south of Breach Lane, the developer may construct a section of the proposed Bypass from Station Road in advance of the main works. Furthermore, the design of the Recommended Scheme would not preclude access should the development not take place until after the proposed Bypass is opened.

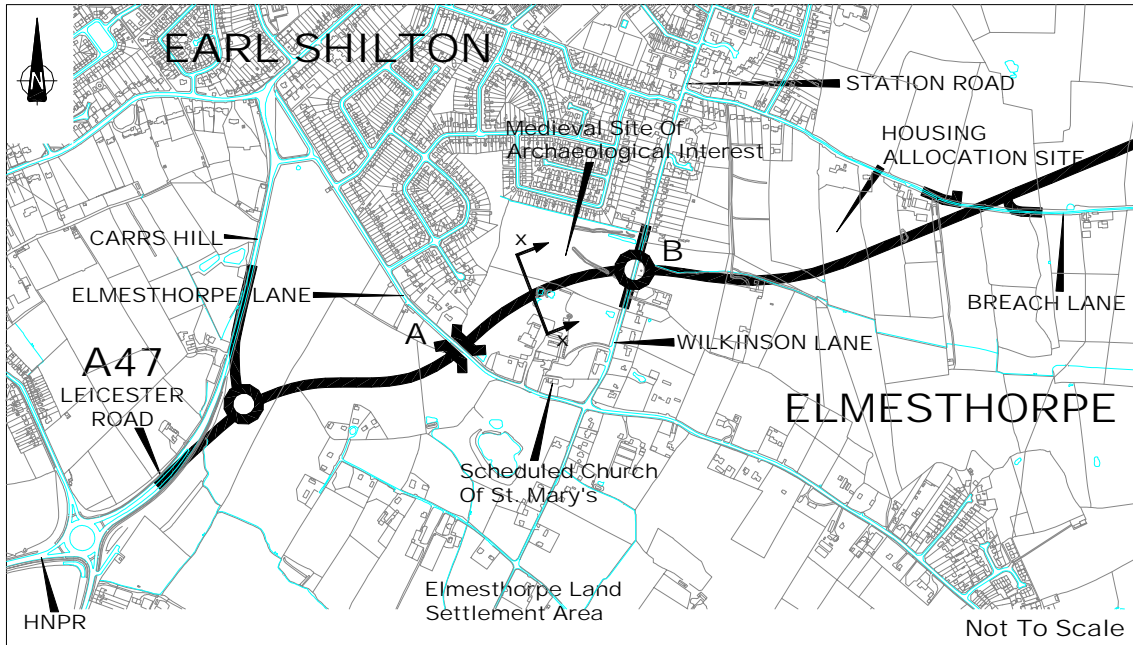
14. The Bypass will attract local traffic away from the town centre.

The traffic model forecasts that through-traffic will be removed from the town centre as highlighted in Table 2. This will make the town centre more accessible and attractive to local shoppers.

**DIAGRAMMATIC ILLUSTRATIONS OF SCHEME OPTIONS**

**The Local Plan Scheme - Illustrative Layout**

**FIGURE 1**

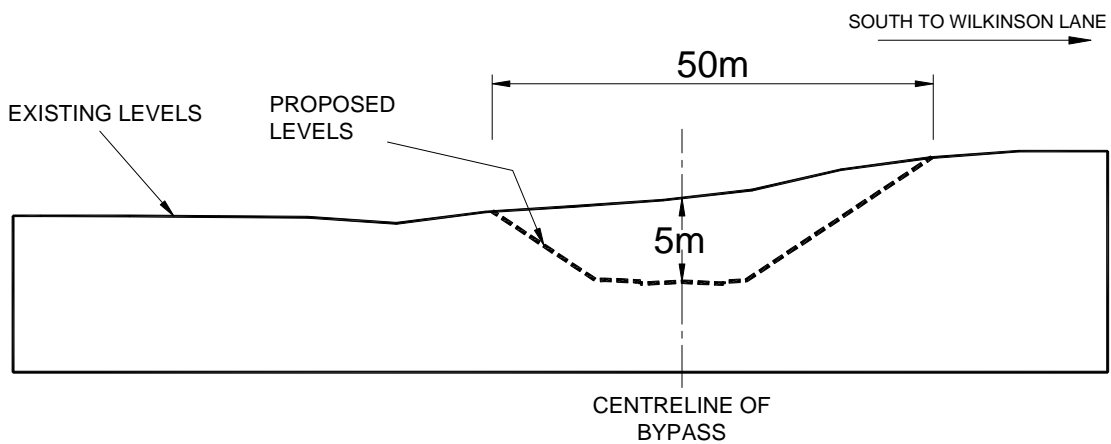


Key features:-

- A - a bridge to carry Elmeſthorpe Lane at existing level over the Bypass in a cutting below.
- B - a four arm roundabout junction at ground level where the proposed road meets Station Road/Wilkinson Lane.

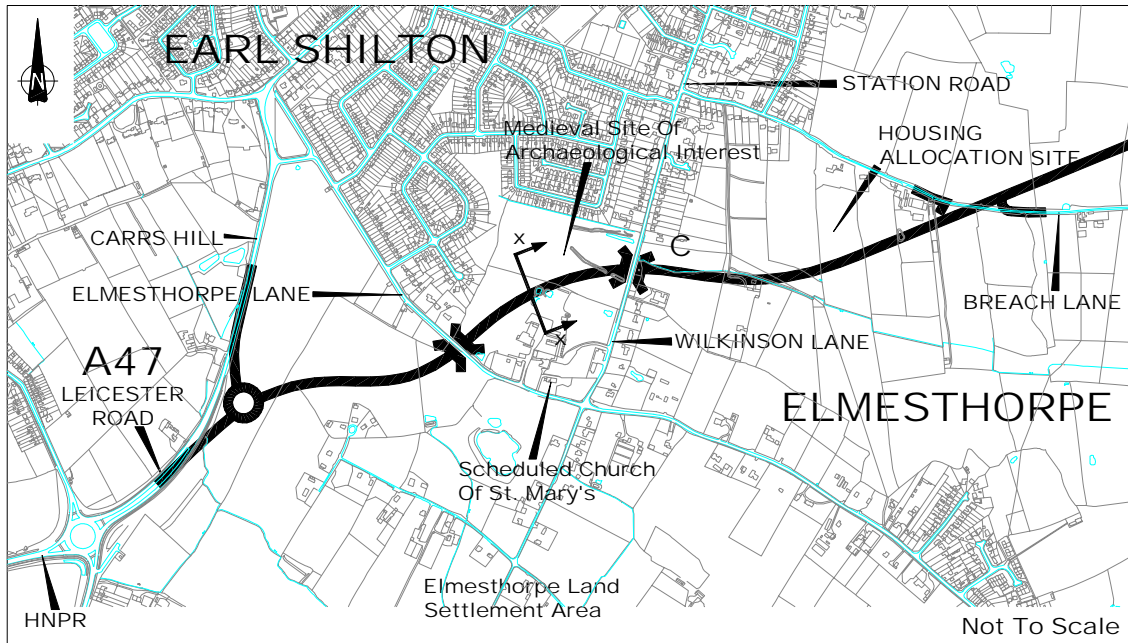
**The Local Plan Scheme  
Section X-X as located on Figure 1 [Not to Scale]**

**FIGURE 2**



**The Restricted Access (BRAG) Scheme - Illustrative Layout**

**FIGURE 3**

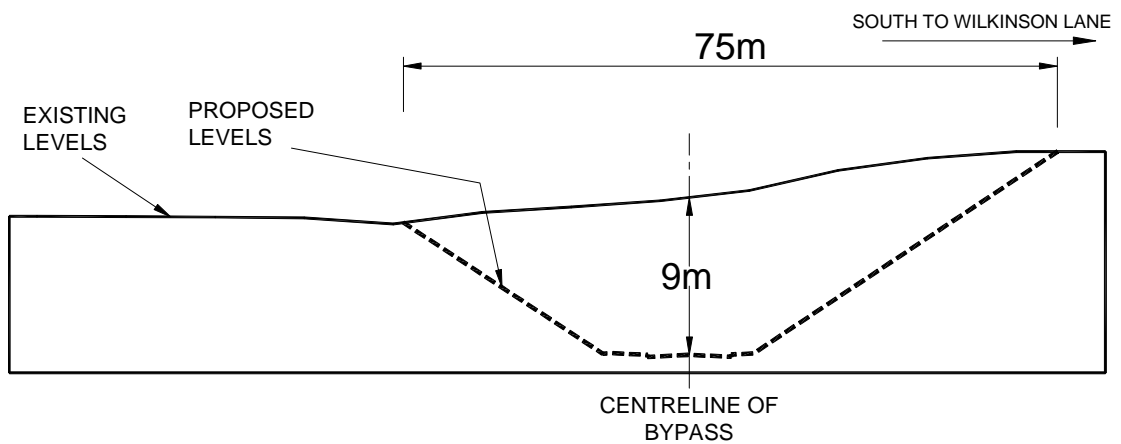


Key features:- Same as FIGURE 1, except;

- c - a bridge to carry Station Road/Wilkinson Lane at existing level over the Bypass with deep cutting extended from west of Elmesthorpe Lane to east of Station Road/Wilkinson Lane.

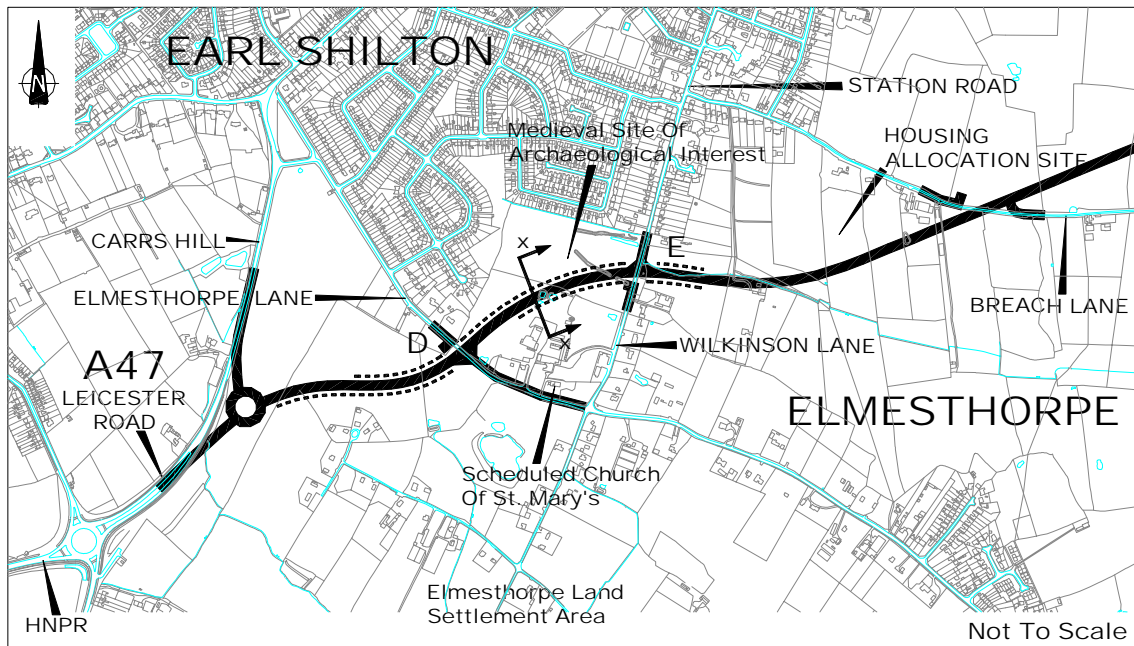
**The Restricted Access (BRAG) Scheme  
Section X-X as located on Figure 3 [Not to Scale]**

**FIGURE 4**



**The Recommended Scheme - Illustrative Layout**

**FIGURE 5**

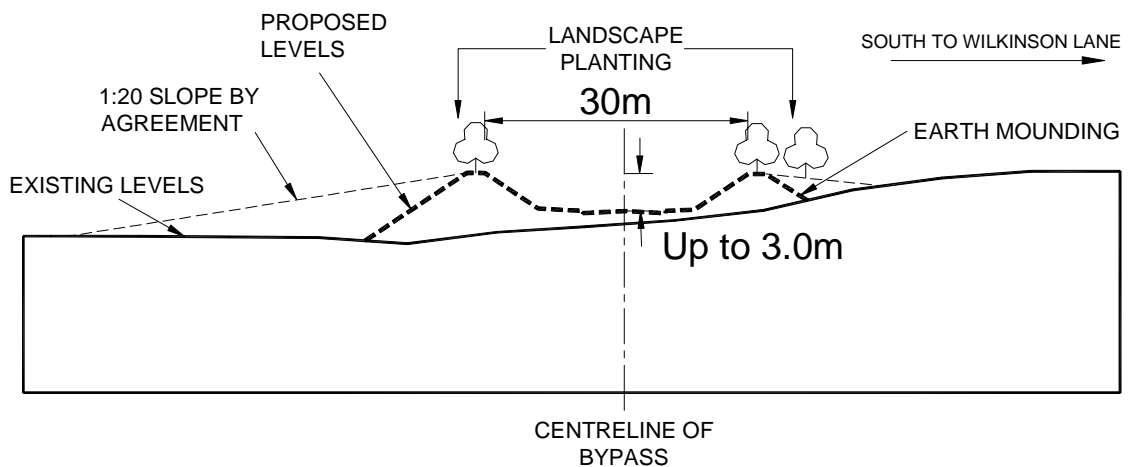


Key features:- Same as FIGURE 1, except;

- D - Elmesthorpe Lane stopped up to vehicular traffic north of the Bypass, with a traffic signal controlled 'T' junction at ground level and pedestrian phasing, connecting into a realigned Elmesthorpe Lane on the south side of the Bypass.
- E - Wilkinson Lane stopped up to vehicular traffic south of the Bypass, with a traffic signal controlled 'T' junction at ground level and pedestrian phasing, connecting Station Road into the north side of the Bypass
- - - Earth mounding to provide the equivalent of a bypass in cutting from west of Elmesthorpe Lane to east of Station Road/Wilkinson Lane.

**The Recommended Scheme  
Section X-X as located on Figure 5 [Not to Scale]**

**FIGURE 6**



**BRIEF DESCRIPTION OF THE RECOMMENDED SCHEME**

### The Recommended Scheme Proposal

(Refer to Scheme Drawing numbers. 2362/H1/1/CAB1 & CAB2)

1. The Recommended Scheme is approximately 5km (3.0 miles) long and follows the corridor established in the Local Plan that links the A47 Hinckley Northern Perimeter Road from a new roundabout at Carrs Hill to the A47 Leicester Road north of Earl Shilton. The Bypass will be a 7.3 metre wide single carriageway with one metre hard strips alongside. Quiet road surfacing material is also proposed throughout its length.
2. A combined footway/cycleway 2.5m wide will be provided along the length of the Bypass with connections to the existing cycle facilities along the Hinckley Northern Perimeter Road and to the side roads at each junction.
3. It is proposed to apply a speed limit of 40mph over the western end of the route passing through the A47 Carrs Hill roundabout and the two side road junctions at Elmesthorpe Lane and Station Road. The remainder would be de-restricted, complying with national speed limit of 60mph for a single carriageway road.
4. The proposed Bypass from the western end will link up with the A47 Hinckley Northern Perimeter Road by extending the existing dual 2 lane carriageway as far as the new roundabout on Carrs Hill. Two lay-byes would be provided on this length of road, one in each direction.
5. The Bypass would then follow the Local Plan route corridor in an easterly direction crossing Elmesthorpe Lane and Station Road close to existing ground levels. The natural ground levels in this area rise and fall significantly and as a consequence the Bypass passes from shallow cutting to embankment between these side roads. Extensive landscaping features are proposed over this section of the route to mitigate the visual and noise impact of the Bypass on the nearby residential properties. This will comprise of earth mounding up to 3m in height providing the equivalent of a road in cutting combined with block planting/soft landscaping. In addition, the street lighting is proposed to illuminate the junctions between the A47 Carrs Hill roundabout and Station Road. Modern type cut-off lanterns will be installed to minimise light pollution.
6. A 3-arm traffic signal junction is proposed where the Bypass meets Elmesthorpe Lane. Access to Elmesthorpe Lane north of the Bypass will be stopped up to vehicular traffic. Elmesthorpe Lane south of the Bypass will be improved to a standard that can safely carry traffic diverted from Wilkinson Lane. Footway improvements are also included in these proposals. The traffic signals will include safe crossing facilities for pedestrians and cyclists.
7. A 3-arm traffic signal junction is also proposed where the Bypass meets Station Road. Access to Wilkinson Lane south of the Bypass will be stopped up to vehicular traffic. It is intended to implement improvement measures to ensure that all users can be safely accommodated along the southern stretch of Station Road in the vicinity of the Bypass as part of the scheme. Details will be the subject of a further public consultation exercise.
8. From Station Road the Bypass continues eastwards to cross Breach Lane close to existing ground level. Breach Lane to the north of the Bypass will be stopped up to vehicular traffic, but access will be provided for pedestrians and cyclists wishing to cross the Bypass at this location. Footpath T89 will also be diverted to ensure that all pedestrians cross at the same point. Equestrians using Breach Lane will be provided

## **APPENDIX 6**

with a new bridleway linking to the proposed diversion of Bridleway U16 that will cross the Bypass via a subway adjacent to the Sewage Treatment Works.

9. The Bypass then crosses open countryside and turns northwards between Breach Lane and Mill Lane. In this area the existing footpath (U17) and bridleway (U16) converge near the Sewage Treatment Works and will be diverted through an underpass to be constructed at chainage 2,900. This will provide a safe crossing point for pedestrians, cyclists, equestrians and agriculture.
10. The Bypass crosses Mill Lane at ground level. This will be stopped up to vehicular traffic from the north-west, but access for pedestrians and cyclists will be maintained.
11. Between Mill Lane and Thurlaston Lane the Bypass enters a deep cutting to pass beneath the proposed Thurlaston Lane bridge. There will be no vehicular connections between Thurlaston Lane and the Bypass but access will be provided for pedestrians and cyclists.
12. From Thurlaston Lane the route continues in a northerly direction crossing over Thurlaston Brook before connecting onto a new roundabout junction at the A47 Leicester Road. The new roundabout will be illuminated with modern type cut-off lanterns.
13. Over the length of the Bypass it is proposed that there will be two access road connections serving farms and properties that would otherwise be severed by the road scheme i.e. south of Breach Lane and south of Mill Lane, and seven minor private accesses. For safety reasons these have been kept to a minimum.

**FRAMEWORK APPRAISAL OF SCHEME OPTIONS**

LOCAL PLAN SCHEME – OPTION 1

OBJECTIVES	KEY ISSUES COMPARED WITH EXISTING SITUATION (NO BYPASS)
<p>ENVIRONMENT</p> <p>Noise</p> <p>Air</p> <p>Landscape</p> <p>Ecology</p> <p>Heritage</p> <p>Archaeology</p> <p>Water</p> <p>Landtake/ Property</p>	<p>Reduction in noise levels for several hundred dwellings along the existing A47 through the town centre. Noise levels will increase at some properties along the route, e.g. at The Crescent, Birch Close, Maple Way, Station Road and Wilkinson Lane. Noise levels will also decrease on Elmesthorpe Lane. Quiet surfacing over the length of the scheme and earth mounding through the Elmesthorpe area (where the road is not in cutting) have been included to attenuate noise levels. These will be of insufficient magnitude for properties to qualify for noise insulation.</p> <p>Significant reductions in traffic flows along the existing A47 and local network in Earl Shilton will result in improvements to air quality. Air quality in the vicinity of the route will be within the limit values of required standards (for particulates and nitrogen dioxide) as set out in DoT DMRB Vol. 11 [March 1999] and DETR Multi-Modal Studies Guidance [March 2000].</p> <p>This option will result in a notable change to the landscape fabric of the corridor and its immediate surroundings, though in overall terms this impact is considered moderate. The majority of the landscape impact can be effectively mitigated where necessary. However the visible presence of deep cutting required to accommodate the Elmesthorpe Lane bridge will be up to 11m deep and 90m wide.</p> <p>There are no features of high or moderate nature conservation value on the route corridor. The impact on ecology can be effectively mitigated where necessary.</p> <p>It is the view of English Heritage that as the route is mainly hidden by the topography and other properties, this option is considered not to conflict with the historic landscape and outlook from the scheduled ancient monument and listed building of St Mary’s Church.</p> <p>This option would have a very damaging impact on archaeological remains through the Medieval fishpond complex between Wilkinson Lane and Elmesthorpe Lane.</p> <p>The majority of the bypass surface runoff will be conveyed by gravity via balancing ponds to existing watercourses. However the deep cutting under Elmesthorpe Lane will require a pumped outfall. The natural level of the water table in the area surrounding the cutting will be lowered potentially affecting existing groundwater patterns.</p> <p>The deep cutting beneath Elmesthorpe Lane would involve landtake that would require the demolition of one residential property or the provision of a costly retaining structure. Additional landtake would also be required to provide earth mounding where this scheme option is not in cutting through the Elmesthorpe area.</p>

LOCAL PLAN SCHEME – OPTION 1 (continued)

SAFETY	Reduced traffic flows through the town centre will lessen pedestrian/vehicle conflict and thereby reduce accidents. Complementary town centre improvements will further reduce accidents. Improved safety for vulnerable road users on Elmesthorpe Lane with reduced vehicular flows and grade separated crossing of the Bypass. Speed management measures on Station Road between Stoneycroft Road and the Bypass would help to improve safety on this length of road.
ECONOMICS Cost Net Present Value PVB/PVC ratio	At out-turn prices, the total scheme cost is estimated at £15.2M. Low Growth=£9.3M High Growth £14.7M Low Growth=2.5 High Growth=3.4
ACCESSIBILITY  Pedestrians & Cyclists  Public Transport  Community Severance	This option will facilitate the introduction of environmental improvement measures on the existing A47 that in turn will encourage its use by cyclists and pedestrians. The provision of a footway/cycleway over the length of the scheme with connections to the existing side roads and footpaths/bridleways will improve access for pedestrians and cyclists. Additional lengths of bridleway providing links between Station Road, Breach Lane and Mill Lane will maintain accessibility for equestrians. A subway provided under the bypass in the vicinity of Mill Lane will be of benefit for farmers, equestrians, pedestrians and cyclists.  The Bypass will facilitate improvements in the reliability of bus services currently delayed by traffic congestion.  The traffic flow on the existing A47 currently inhibits pedestrians crossing the road, despite the large numbers already doing so. There will be widespread relief through the predicted reduction in traffic flows. The provision of an overbridge at Elmesthorpe Lane will also maintain existing access for all users.
HEALTH	Overall improvement in air quality as a result of a reduction in congestion. Reduction in congestion and an improvement in pedestrian/cycle facilities should help to encourage healthier transport choice.
INTEGRATION	The Bypass is identified in the Leicestershire Structure Plan and the Local Plans. It integrates with the Hinckley Northern Perimeter Road and facilitates access onto the Bypass from the Breach Lane housing development site allocated in the Hinckley and Bosworth Local Plan. Good links are maintained to the existing road network. The scheme will facilitate complementary town centre traffic management and environmental improvements.

**FRAMEWORK APPRAISAL**

RESTRICTED ACCESS (BRAG) SCHEME – OPTION 2

OBJECTIVES	KEY ISSUES COMPARED WITH EXISTING SITUATION (NO BYPASS)
<p>ENVIRONMENT</p> <p>Noise</p> <p>Air</p> <p>Landscape</p> <p>Ecology</p> <p>Heritage</p> <p>Archaeology</p> <p>Water</p> <p>Landtake/ Property</p>	<p>Reduction in noise levels for several hundred dwellings along the existing A47 through the town centre. Noise levels will increase slightly at some properties along the route, e.g. at The Crescent, Birch Close, Maple Way and Station Road. Where the Bypass is in deep cutting the provision of earth mounding will have little effect in reducing noise levels. Quiet surfacing over the length of the scheme and earth mounding through the Elmesthorpe area (where the road is not in cutting) have been included to attenuate noise levels. These will be of insufficient magnitude for properties to qualify for noise insulation.</p> <p>Significant reduction in traffic flow along the existing in Earl Shilton will result in improvements to air quality. Air quality in the vicinity of the route will be within the limit values of required standards (for particulates and nitrogen dioxide) as set out in DMRB Vol. 11 (March 1999) and Multi-Modal Studies Guidance (March 2000).</p> <p>This option will result in a notable change to the landscape fabric of the corridor and its immediate surroundings, though in overall terms this impact is considered moderate. The majority of the landscape impact can be effectively mitigated where necessary. However the visible presence of a deep cutting required to accommodate the Elmesthorpe Lane &amp; Station Road/ Wilkinson Lane bridges will be up to 13m deep and 100m wide.</p> <p>There are no features of high or moderate nature conservation value on the route corridor. The impact on ecology can be effectively mitigated where necessary.</p> <p>It is the view of English Heritage that as the route is mainly hidden by the topography and other properties, this option is considered not to conflict with the historic landscape and outlook from the scheduled ancient monument and listed building of St Mary's Church.</p> <p>This option would have an extremely damaging impact on archaeological remains through the Medieval fishpond complex between Wilkinson Lane and Elmesthorpe Lane.</p> <p>The majority of the bypass surface runoff will be conveyed by gravity via balancing ponds to existing watercourses. However the deep cutting under Elmesthorpe Lane and Station Road / Wilkinson Lane will require a pumped outfall. The natural level of the water table in the area surrounding the cutting will be lowered potentially affecting existing groundwater patterns.</p> <p>The extended deep cutting in the Elmesthorpe Lane/ Wilkinson Lane area would involve additional landtake and require the demolition of a commercial depot or the provision of a costly retaining structure. Additional landtake would also be required to provide earth mounding where this scheme option is not in deep cutting towards the western terminal point at the A47 Carrs Hill roundabout.</p>

RESTRICTED ACCESS (BRAG) SCHEME – OPTION 2 (Continued)

SAFETY	Reduced traffic flows through the town centre will lessen pedestrian/vehicle conflict and thereby reduce accidents. Complementary town centre improvements will further reduce accidents. The increased safety of fewer junctions on the bypass will be counter balanced by less traffic relief and therefore less safety for vulnerable road users on the main side roads and residential streets in Earl Shilton.
ECONOMICS Cost Net Present Value PVB/PVC ratio	At out-turn prices, the total scheme cost is estimated at £18.1M.  Low Growth=£8.0M High Growth £12.6M  Low Growth=2.1 High Growth=2.7
ACCESSIBILITY  Pedestrians & Cyclists  Public Transport  Community Severance	This option will enable environmental improvement measures to be introduced to the existing A47 that will enhance the local environment and encourage its use by cyclists and pedestrians. The provision of a footway/cycleway over the length of the scheme with connections to the existing side roads and footpaths/bridleways will improve access for pedestrians and cyclists. Additional lengths of bridleway providing links between Station Road, Breach Lane and Mill Lane will maintain accessibility for equestrians. A subway provided under the bypass in the vicinity of Mill Lane will be of benefit for farmers, equestrians, pedestrians and cyclists .  The Bypass will facilitate improvements in the reliability of bus services currently delayed by traffic congestion.  The traffic flow on the existing A47 currently inhibits pedestrians crossing the road, despite the large numbers already doing so. There will be widespread relief through the predicted reduction in traffic flows. The provision of overbridges at Elmesthorpe Lane and Wilkinson Lane will also maintain existing access for all users.
HEALTH	Overall improvement in air quality as a result of a reduction in congestion. Reduction in congestion and an improvement in pedestrian/cycle facilities should help to encourage healthier transport choice.
INTEGRATION	The Bypass is identified in the Leicestershire Structure Plan and the Local Plans. It integrates with the Hinckley Northern Perimeter Road, but vehicular access to the Bypass for Earl Shilton and Elmesthorpe residents is restricted. This option will also not readily facilitate access onto the Bypass for the Breach Lane housing development site allocated in the Hinckley and Bosworth Local Plan. The scheme will facilitate complementary town centre traffic management and environmental improvements.

RECOMMENDED SCHEME – OPTION 3

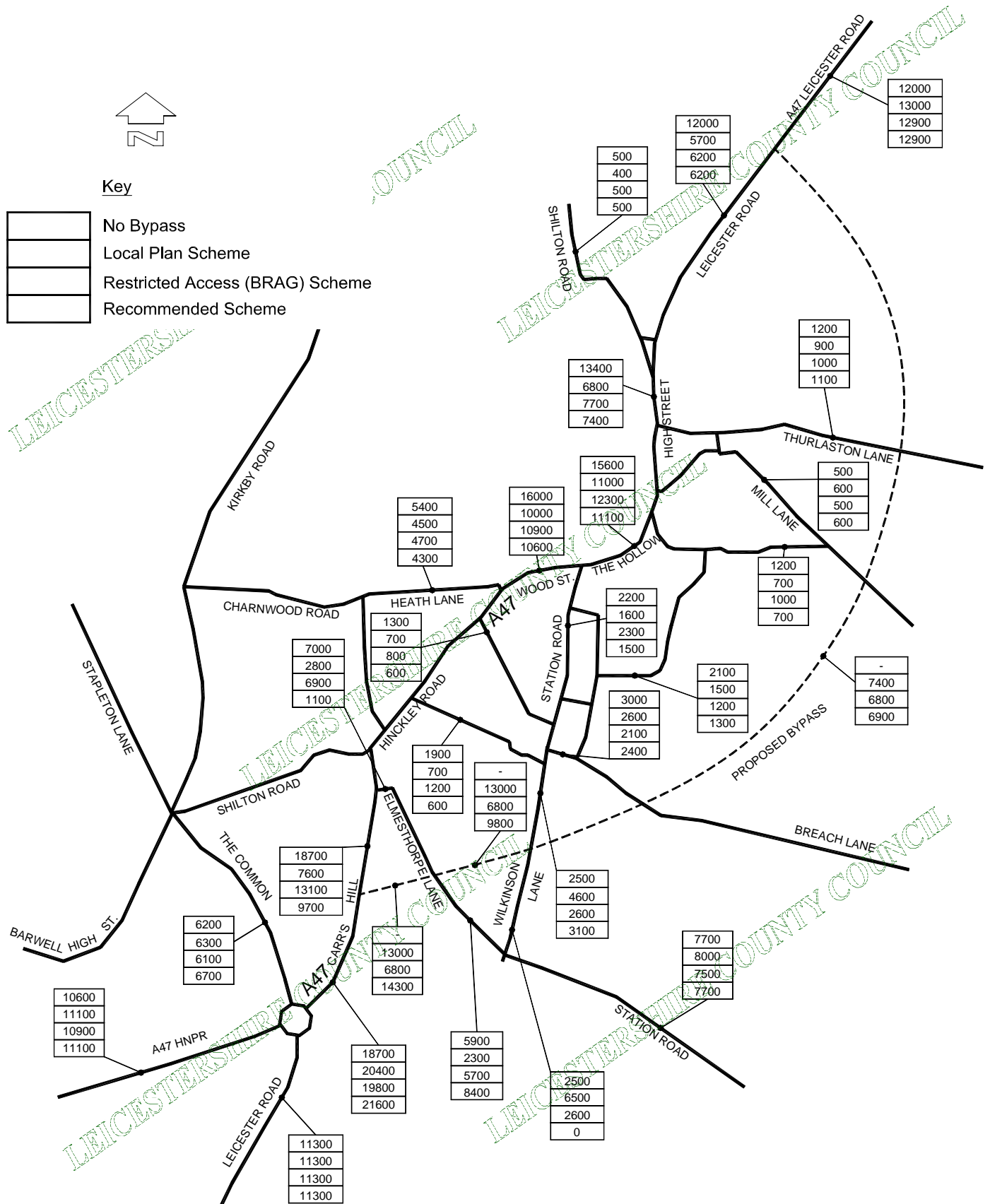
OBJECTIVES	KEY ISSUES COMPARED WITH EXISTING SITUATION (NO BYPASS)
ENVIRONMENT	
Noise	Reduction in noise levels for several hundred dwellings along the existing A47 through the town centre. Noise levels will also decrease for properties on Elmesthorpe Lane north of the Bypass and Wilkinson Lane. Noise levels will increase at some properties along the route e.g. Birch Close, Maple Way and Station Road. Quiet surfacing over the length of the scheme and earth mounding through the Elmesthorpe area (where the road is not in cutting) have been included to attenuate noise levels. These will be of insufficient magnitude for properties to qualify for noise insulation.
Air	Significant reductions in traffic flows along the existing A47 and local network in Earl Shilton will result in improvements to air quality. Air quality in the vicinity of the route will be within the limit values of required standards (for particulates and nitrogen dioxide) as set out in DoT DMRB Vol. 11 [March 1999] and DETR Multi-Modal Studies Guidance [March 2000].
Landscape	This option will result in a notable change to the landscape fabric of the corridor and its immediate surroundings, though in overall terms this impact is considered moderate. The landscape impact can be effectively mitigated where necessary.
Ecology	There are no features of high or moderate nature conservation value on the route corridor. The impact on ecology can be effectively mitigated where necessary.
Heritage	It is the view of English Heritage that as the route is mainly hidden by the topography and other properties, the proposed Bypass is considered not to conflict with the historic landscape and outlook from the scheduled ancient monument and listed building of St Mary’s Church.
Archaeology	Though damaging to archaeological remains through the Medieval fishpond complex, the majority will be preserved under the road construction and associated earth-mounding. Some work will be required to safeguard and record archaeological deposits prior to construction work.
Water	The surface runoff will be conveyed by gravity via balancing ponds to existing watercourses.
Landtake/ Property	No residential or commercial properties would be demolished or require the provision of costly retaining structures with this option.

RECOMMENDED SCHEME – OPTION 3 (Continued)

SAFETY	<p>Reduced traffic flows through the town centre will lessen pedestrian/vehicle conflict and thereby reduce accidents. Complementary town centre improvements will further reduce accidents. At the signalised junctions with Elmesthorpe Lane and Station Road the risk to pedestrians and cyclists will be minimised by the provision of a pedestrian phase within the traffic signal sequence. Significantly reduced traffic flows along Elmesthorpe Lane north of the bypass and Wilkinson Lane will result in additional safety benefits. Highway Improvements and speed management measures on Station Road between Stoneycroft Road and the Bypass should help to improve safety for all users on this length of road. The realignment of Elmesthorpe Lane to the south of the bypass will improve the existing poor visibility and will provide wider footway facilities.</p>
<p>ECONOMICS</p> <p>Cost</p> <p>Net Present Value</p> <p>PVB/PVC ratio</p>	<p>At out-turn prices, the total scheme cost is estimated at £13.6M.</p> <p>Low Growth=£10.8M High Growth £15.5M</p> <p>Low Growth=3.0 High Growth=3.9</p>
<p>ACCESSIBILITY</p> <p>Pedestrians &amp; Cyclists</p> <p>Public Transport</p> <p>Community Severance</p>	<p>This option will facilitate the introduction of environmental improvement measures on the existing A47 that in turn will encourage its use by cyclists and pedestrians. The provision of a footway/cycleway over the length of the scheme with connections to the existing side roads and footpaths/bridleways will improve access for pedestrians and cyclists. Additional lengths of bridleway providing links between Station Road, Breach Lane and Mill Lane will maintain accessibility for equestrians. A subway provided under the bypass in the vicinity of Mill Lane will be of benefit for farmers, equestrians, pedestrians and cyclists. Pedestrians/cycle facilities will also be provided at the traffic signal controlled junctions at Elmesthorpe Lane and Station Road.</p> <p>The Bypass will facilitate improvements in the reliability of bus services currently delayed by traffic congestion.</p> <p>The traffic flow on the existing A47 currently inhibits pedestrians crossing the road, despite the large numbers already doing so. There will be widespread relief through the predicted reduction in traffic flows.</p>
HEALTH	<p>Overall improvement in air quality as a result of a reduction in congestion. Reduction in congestion and an improvement in pedestrian/cycle facilities should help to encourage healthier transport choice.</p>
INTEGRATION	<p>The Bypass is identified in the Leicestershire Structure Plan and the Local Plans. It integrates with the Hinckley Northern Perimeter Road and facilitates access onto the Bypass from the Breach Lane housing development site allocated in the Hinckley and Bosworth Local Plan. Good links are maintained to the existing road network. The scheme will facilitate complementary town centre traffic management and environmental improvements.</p>

**TRAFFIC FLOW FORECASTS OF SCHEME OPTIONS**

**TRAFFIC FLOW FORECASTS – COMPARISON OF OPTIONS**



2001 Reference year 2-way AADT Flows (Vehicles)

